# A Liquid Food

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Famous Budweiser Beer



THIRTEEN YACHTS WAITING FOR THE START TO-DAY.

Good Seamanship and a Little Luck Necessary to Secure Victory-All Amateurs on R. D. Floyd's Lila-Cups for the Winners in Two Classes -The Starters.

The sailing craft that will race from Gravesend Bay to Bermuda were anchored off the Brooklyn Yacht Club house on Gravesend Bay yesterday and their crews were putting the finishing touches to the vessels and get-ting on stores. Thirteen out of the fourteen were anchored there. The one missing is the sloop Arab, and that had not been reported to the committee yesterday afternoon and it was thought that her owner had decided to withdraw. The Arab was in the smaller

division and is a sloop about 30 feet long.

At 10 o'clock this morning the fleet will cross the starting line off the Brooklyn Yacht Club house on Gravesend Bay, and after that time it will be hard work until St. David's Head is sighted, which is about 650

away.

The warning signal will be made at 9:45 o'clock; ten minutes later there will be a preparatory signal, and then after an interval of five minutes the starting gun boom and the racers will be off. They will head straight for Sandy Hook and when clear of that point it is probable that they will separate, as each skipper has his own idea of the best and shortest route to the finishing line. Some think the best way is to make as straight a line as possible under the conditions of wind and weather. That, of course, will be the shortest route, but usual winds do not allow navigators to pick their own way and they have to figure out which the best thing to do under adverse con

ditions. Some skippers will head south until about abeam of Hatteras and then cross the Gulf Stream. They figure that by so doing they stream. They figure that by so doing they will probably get southwest winds when of Hatteras and he able to lay a course to the finish. Should the wind, however, come from the east they will be badly left, as it will mean a beat to St. David's Head. The Bermuda Islands are in longitude 65 east and latitude 25.5 north, and it is probable that the most popular route on this trip will be to cross latitude 32 at about longitude 67. This will allow for any errors of navigation, and the skippers will then run down their easting and fetch the finish line easily.

In a race like this luck counts for a lot. A yacht may do well for a long part of the voyage. She may be well handled, but when the winning goal is in sight she may find a calm spot and lay helpless, while another that has not done so well in the early part of the contest may find a favorable wind only a few miles from the yacht becalmed which will carry her on to victory.

The list of starters, their owners, length allowance and signals are as follows:

allowance and signals are as follows riscilla. Mansou 1 Red. St. Allows 1 Red. Steel. Fed. Bervish. H. A. 1.30 2 Red. green. red. Morss. Red. blue. red. Red. blue. red. Henry 83 2:15 3 Red, blue, red. F. 83 2:15 4 Red, green, white Thompson ... C | Isolt, W. E. Meyer.60 | 19:30 | 8 | Red. White. | Flamingo. W. H. | 53 | 24:45 | 9 | Bine, red. | Red., purple, red. | SECOND CLASS. | Hyperion, F. Maier.49 | allows | 11 | Red., purple, red. | Lila, R. D. Floyd. 40 | 6:45 | 12 | Red., purple. | Zena D. R. W. | Burrows | 36 | 9:45 | 15 | Red. | Arab H. B. Row-edder. | The supple | Red. | Red

edder.

The numbers will be carried in the day time and at night the racers will use the signal fires. The prize in the first class is a cup given by Rear Commodore Frank Maier of the New Rochelle Yacht Club and the prize for the second class is a cup given by the Krooklyn, New Rochelle and Royal Bermuda Yacht clubs. The Priscilla, Dervish, Zuhrah, Shamrock, Tammany and Mist are schooners the Zinita, Isolt, Zena and Arab are sloops, and the Sayonara, Flamingo, Hyperion and Lila are yawls.

the Zinita, Isolt, Zena and Arab are sloops, and the Sayonara, Flamingo, Hyperion and Lila are yawls.

This year the rules do not insist that the racers shall be manned by amateurs, and each boat, with the exception of the Lila, has a professional crew. On the Lila all, including the cook, are amateurs.

The Priscilla, owned by Philip Manson and Henry P. Nuen of the Rochester, will have on board as guests of the owners Charles Van Voorhis, Frank Ocumpangh, James M. E. O'Grady, S. J. Macey and John Williams, all of Rochester, Henry S. Morgan of Brockport, William P. Morgan of Buffalo, Julian G. Buckley of Geneseo and E. S. Jennings of Avon. Capt. W. D. Lent is sailing master of the yacht and his crew are Harry Virtue and John Millet, mates; James Brangman, Frederick O'Connor, John Bartman, James Burgess, seamen; E. Carlington, cook, and Ambrose Wales, cabin boy.

On board the schooner Dervish will be her owner, Commodore H. A. Morss of the corinthian Yacht Club of Marblehead Harry & Walker, vice-commodore, of the same cub; S. N. Braman and Merrill Hunt. The crew is Capt. Nathan Johnson, sailing master; Tracey Walker, John Hilton, Grover Boynton and Frank Jesson, seamen; Frank Murroe, steward, and Leon Morang, waiter.

The schooner Zuhrah will have on board Heary Doscher of the New Rochelle Yacht Club, her owner; Commodore Frederic Walderfof the New Rochelle Club, E. B. Schock and P. F. Sanford. The crew will be Capt. Young, sailing master; H. Hotine, navigator, and nine men.

Frederick Thompson of the Brooklyn Yacht Club will be on board this schooner Shamrock.

Young, sailing master; H. Hotine, navigator, and nine men.

Frederick Thompson of the Brooklyn Yacht Club will be on board his schooner Shamrock. John Golden and Thomas Millard will be his guests. The crew of the Shamrock are Capt. Thompson, saling master; Capt. Henry Lindeberg, navigator; William Doyle, mate; Jurgensen, O. Johnson, Thomas Granberg, Samuel Larson, B. Erlandson and A. Jungen,

seamen; Jenyo Miyanoto, steward; Iyo Sato, cook.

The Zinita, a Fife cutter, is owned by Henry Cohen of the Brooklyn Yacht Club. This yacht is in fine shape for the race, and if well handled will do well.

The yawl Sayonara is owned by Frederick S. LaFond of the Jamaica Bay Yacht Club, and with the owner on board will be A. L. Cary, who is a part owner of the yacht; J. R. Cary and W. G. Massarene. Capt. Andrew Neilson is sailing master, Olaf Jansen, Christopher Hansen and Peter Bennett, seamen. The old Burgees cutter Isolt, a sister ship of the Sayonara, is owned by Commodore W. E. Meyer of the St. Georges Yacht Club of Bermuda. Capt. J. S. Karr is sailing master, Stanley Pascal, mate; Owen Darrell, Gordon Virtue, Frederick Vogo and H. S. Bell, seamen: M. J. Farrell, steward, and Herman Meyer, second steward.

The Flamingo is owned by William H. Fleming of the Brooklyn Yacht Club, and his crew, with one exception, have all graduated from the schoolship St. Mary's. They are Capt. William H. Fleming, class of 1891; E. H. Cole, a retired shipmaster, class of 1891; E. H. Cole, a retired shipmaster, class of 1876; Louis Weickum, class of 1903, and J.C. Wilson, class of 1903.

Vice-Commodore W. C. Towen of the Brook-

of 1993.
Vice-Commodore W. C. Towen of the Brooklyn Yacht Clubwill haveon board the schooner
Tammany, Alexander C. Eustace of Elmira,
Edward Hassett and Henry Edey. Commodore Towen is his own salling master and
his navigator is John Natvig; Anthony Anderson, Orloff Natvig, Jeremiah A. Horner and
lians Larsen are seamen and Louis Major
steward.

son, Orlon Natvig, Jeremiah A. Horner and Hans Larsen are seamen and Louis Major steward.

The Mist is the smallest boat in the first class. She is an auxiliary, but her propeller has been removed. On board will be Harold Binney of the New York Yacht Club, Eugene N. Robinson, who will be navigator: Chief Boatswain's Mate Charles Scully, U. S. N., is the mate, and she will carry five men before the mast.

The Hyperion, a new yawl, is the largest boat in the second class. She is owned by Rear Commedore Frank Maier of the New Rochelle Yacht Club, who won the race last year with the yawl Tamerlane. Commodore Maier is his own sailing master. Warren Sheppard, the artist, is the navigator and Robert N. Bavier, mate. Percy Cook, Harry G. Liane and John Johnson will be on board. The last named is the cook, and is the only professional.

The Lila, owned by Richard D. Floyd of the Brooklyn Yacht Club, will be sailed by her owner, who will be assisted by Robert A. Shaler. George Cottrell, Clinton Gilbert, Dr. Morton Pierson and Robert Howlett, all amateurs.

The Zena is a Bermuda aloop with the typi-

Morton Pierson and Robert Howlett, all amateurs.

The Zena is a Bermuda sloop with the typical Bermuda rig. She is owned by D. R. W. Burrows, and with him will be H. Villiers Smith, who arrived here from Bermuda on Monday. Capt. J. T. Lessur is navigator, M. Humphrey assistant navigator, and G. H. Minors, J. D. Minors, W. Koberts, Aubrey Millet and A. Laurence are the sailors.

The Brooklyn Yacht Club has chartered the steam boatBelle Harbor for the use of the regatta committee and members of the club and the yachts owned by members, as well as the steamer, will accompany the racers as far as Sandy Hook.

GOLF.

A Caddle Famine Expected at Balt usrel in Championship.

A scarcity of caddies is expected at the Baltusrol Golf Club to-morrow; indeed with the announcement that about 150 would start in the New Jersey State Golf Association championship something approaching a panic has prevailed at the Short Hills course. George Low, by the utmost effort, has been unable to procure more than sixty or seventy boys to be absolutely relied on. The committee has suggested that players will be wise to bring along caddies from their own links, for besides insuring attendance they will relieve the club from its embarrassment. Among the entrants to send in their names to Secretary Baker yesterday were the present and former champions, Archibald Graham and Murray Olyphant. Howard J. Gee is on the list from the Arsdale Club and others well known are Jerome D. Travers, Marshall Whitlatch, E. Mortimer Barnes, W. L. Glenney, Howard Giffen, Oswald Kirkby, Charles W. O'Connor, Joseph Sherman, Jr., runnerup last year, Oscar Woodward, C. F. Watson, Hugh K. Toler and James A. Tpng. has prevailed at the Short Hills course. George

Oscar Woodward, C. F. Watson, Hugh K. Toler and James A. Tyng.

Handicap match play for the class A. B and C cups, at the Fairview Country Club are close to a finish and the ownership of the three trophies will be determined this week. In class A. Harris has to meet the winner of the Hammerslough-Herz match, who tied on their first trial, while Wolfe and Jacoba meet in the class B and Hirsoh and Kohn in the class C finals. The summaries:

Class A.—R. Hammerslough, 6, beat M. Frederick, 30, by 6 and 8; W. Herz, 18, beat A. Radjik, 18, by 2 and 1; G. Gartensteig, 14, beat N. Gianbeck, 22, by 4 and 2. J. Harris, 18, beat A. Heyman, 18, by 4 and 2.

Semi-final—Hammerslough and Herz, to play; Harris beat Gartensteig, by 8 and 4.

Class B.—Lee Wolfe, 14, beat L. Werner, 22, by 8 and 4; S. S. Sit, 16, beat E. A. Harris, 16, by 4 and 2; J. Keller, 20, beat B. P. Levy, 18, by 8 and 2; S. K. Jacoba, 20, beat H. Bandler, 2, by 8 and 4.

Semi-final—Wolfe beat Sits, by 2 and 1; Jacoba beat Keller, by 1 up.

Class C.—S. Hirsch, 14, beat B. Heyman, 22, by 5 and 3; W. Popper, 22, beat G. Harris, 10, by default; V. Kohn, 14, beat D. Bandler, 0, by 1 up.

Semi-final—S. Hirsch beat Popper, by 6 and 4; Kohn beat Frank, 19, 6 and 4.

The second of the Women's Metropolitan Golf Association matches, scheduled for yesterday at Garden City, will not be played until to-morrow. The Fairfield County Golf Club of Greenwich announces a one day invitation tournament for the women of the association. It will be an eighteen hole match play handicap against bogey, and will be a test of the new general handicap.

The season at the Yountakah Country Club begins on June 15, and will continue with weekly and holiday contests until Thanksgiving Day. Donors of cups include G. B. Martin, W. S. Andereon, R. A. Greene, J. C. Wood, T. S. Hope, W. H. Sholp, Dr. C. H. Helfrich, H. W. Goodrich, V. L. Mason, B. S. Ashby, James Bryce, W. S. Benson, G. A. Milne, F. L. Pierce, George Ryall, Alpheus Geer and Dr. H. C. Reynolds. There will be a match with the North Jersey Country Club at Nutley on June 22.

Howard J. Gee retained the championship of the Princeton University Golf Club resterday, but only after a nineteen hole match with T. Conover. In the semi-final Gee best Ralph Peters, Jr., by 1 up, and Conover defeated F. H. McAdee by 8 up and 1 to play.

#### AMONG THE AUTOMOBILISTS

NO DEMONSTRATING CARS FOR GARDEN SHOW.

Committee Beeldes Against Continuing the Picturesque Array of "Try-It" Machines -- E. R. Thomas an Optimist on National Movement for Good Roads.

There will be no demonstration cars waiting on Fourth avenue and the side streets during the next automobile show in Madison Square Garden in the fall, and there will be a section devoted to the display of motor cycles. This was announced yesterday after an all day session of the Board of Managers of the Association of Licensed Automobile Manufac-turers, which held its semi-annual meeting in this city. The show committee had recom-mended that there should not be any demonstration cars at the show in the belief that it is not necessary to give demonstrations during show week. Sceptics among prospective how cars can perform, however, but will be taken out in demonstrating cars furnished by the local agents or branch houses of exhibitors. As a great number of motor cycle makers have applied for space, the show mmittee recommended that a motor cycle exhibit be arranged for, and the board decided to have one in connection with the display

The good roads question was thoroughly discussed and speeches in favor of the move-ment were made by E. R. Thomas, S. T. Davis, Jr., Albert L. Pope, Thomas Henderson, R. D. Chapin and H. A. Gillis. Mr. Thomas expressed himself in a particularly optimistic for good roads had but made a beginning and saying that a great highway from New Vork to San Francisco would be constructed if the agitation for improved roads was prop erly carried on. He also said that he was in favor of any movement to establish a national highway connecting the East with the West. The board appropriated \$5,000 to be used at the discretion of a good roads committee to be appointed later and which will work with like committees representing the American Motor Car Manufacturers' Association and the various motoring bodies throughout the country. The handbook committee-William E. Metzger, L. H. Kittredge and Thomas Henderson-announced that the 1908 handbook would probably be ready for dis-tribution at the time of the Madison Square

Owing to the resignation of Carlton R Mabley from the show committee, Marcus I. Brock, assistant general manager of the association, was reappointed a member of the committee from which he had retired a few months ago. The show committee reported that it had been working on a decorative scheme for the next exhibition for some time and recommended that the scheme submitted by S. R. Ball, who devised the decorations for the last two shows, be adopted. The board unanimously approved Mr. Ball's plan, as it seems particularly adapted for an autmobile show held in the fall, and work on the decorations will be started at once.

Those present at the meeting were Elmer Apperson, Apperson Bros. Automobile Company; H. A. Gillis and H. M. Coale, Autocar Company; W. C. Durant, Buick Motor Company; William E. Metzger, Cadillac Motor Car Company; E. H. Brandt, Corbin Motor Vehicle Corporation; M. J. Budlong, Electric Vehicle Corporation; M. J. Budlong, Electric Vehicle Company; J. H. Becker, Elmore Manufacturing Company; H. H. Franklin and G. H. Stilwell, H. H. Franklin Manufacturing Company; C. H. Haynes, W. M. Haynes and C. C. Cartwright, Haynes, W. M. Haynes and C. C. Cartwright, Haynes, W. M. Haynes and C. C. Cartwright, Haynes, W. M. Haynes and Edward Lozier, Lozier Motor Company; S. T. Davis, Jr., and A. W. Robinson, Locomobile Company of America; H. A. Lozier and Edward Lozier, Lozier Motor Company; C. W. Matheson, Matheson Motor Car Company; V. M. Gunderson, Northern Motor Car Company; V. M. Gunderson, Northern Motor Car Company; V. M. Gunderson, Northern Motor Car Company; Panyus Smith, Olds Motor Works; H. S. Joy and S. D. Waldon, Packard Motor Car Company; Charles Clifton, George N. Pierce Company; Charles Cl that it had been working on a decorative scheme for the next exhibition for some

Winton Motor Carriage Company.

There is to be a meeting to-night at the headquarters of the New York Motor Club, at Eighth avenue and Fifty-eighth street, of the contestants, observers and officials of the endurance run which the club is to conduct to-morrow from this city to Albany by way of Pittsfield. Contestants, observers and checkers will receive final instructions to-night and numbers for the competing cars and route cards will be distributed. The run is scheduled to start from the club headquarters at 6 o'clock to-morrow morning and all contestants are expected to be present at 5.45 o'clock. The first checking station will be at Tarrytown, 24.6 miles, the others being located as follows: Near Cold Spring, 52.7 miles: Nelson House, Poughkeepsie, 78.8 miles: Amenia, 192.2 miles: Berkshire Inn. Great Barrington, 134.8 miles; Hotel Wendell, Pittsfield, 155.9 miles; Windsor Hotel, Chatham, 183.9 miles: Hotel Ten Eyck, Albany, 208.1 miles, Gasolene may be obtained at the fourth checking station, Amenia, N.Y., where there will be a supply of fuel in five gallen cans. Luncheon will be served at the Berkshire Inn at Great Barrington, the fifth checking station.

New York license numbers are all that will be required, as both Connecticut and Massachusetts recognise licenses from other States. The twenty-nine entries include eighteen touring cars and eleven runabouts of twenty-five different makes of oars. The cars are to be sent away at one minute intervals in the

following order: H. H. Knepper, 24 horsepower Frayer-Miller; James Swan, 24 horsepower Corbin; John W. Haynes, 24 horsepower Oragion, runabout; R. Howard, 30 horsepower Stoddard Dayton, runabout; A. E.
Dennison, 25-30 horse-power Knox; F. Ciminottl, 24 horse-power Mora, runabout; H. E.
Trevor, 40-50 horse-power American, runabout; C. S. Johnston, 35 horse-power Continental, runabout; J. Michenor, 40 horsepower Lozier; E. L. De Camp, 50 horse-power
Haynes, runabout; Phil Hines, 25-30 horsepower Haynes, runabout; Phil Hines, 25-30 horsepower Pope-Hartford; P. J. Johnson, 40 horsepower Berliet; Joe Judge, 50 horse-power
Pope-Toledo; W. I. Fickling, 30-60 horsepower Stearns, runabout; Charles Singer,
24 horse-power Premier, runabout; J. C.
McCafferty, 40 horse-power Glide; R. G. Howell, 30 horse-power Franklin, runabout; J. S.
Williams, 40-45 ihorse-power Pierce; R. R.
Mann, 30 horse-power White; A. M. Robbins,
40 horse-power Aerocar; C. Fleming, 16 horsepower Maxwell; J. Dower, 24 horse-power
Corbin; E. W. Hudson, 35 horse-power Dayton;
R. Newton, 35 horse-power Dayton;
S. B. Stevens, Jr., 50 horse-power Dayton;
S. B. Stevens, Jr., 50 horse-power Reo.

"Detroit is the leading automobile centre

R. L. Lockwood, 16 horse-power Reo.

"Detroit is the leading automobile centre of the United States, yet is so unappreciative of the value of an industry that employs 10,000 persons and pays taxes on not less than \$10,000,000 worth of property that the Common Council at a recent meeting voted unanimously against contributing any city money to improve the leading roads out of Detroit, that are used twenty times as much by Detroiters as by outsiders," says Horatio S. Earle, Michigan State Highway Commissioner. "The automobile industry of Detroit should protest against paying \$180,000 in taxes and then have the Common Council vote against good roads. If the automobile manufacturers would join together and plan to move to some city that would build good roads out into the country there would be hundreds of cities that would make big road offers for the sake of getting them: in fact. I believe any city could afford to say to them 'If you will move to our city we will agree to not only pay out all the money you pay in taxes in building good roads out into the country but we will put as much more money with it.' Wayne county voted to expend \$57,000 on roads this year, one-half only of what the automobile industry property tax amounts to, and the Common Council is doing all it can to defeat this and hinder any more appropriations being made. This will either drive the industry from Detroit, or, what is more likely, drive the automobile manufacturers into politics enough to put out the kind we have and in the kind that will be broad enough in their views to see the benefits to arise from an investment of a little for good roads."

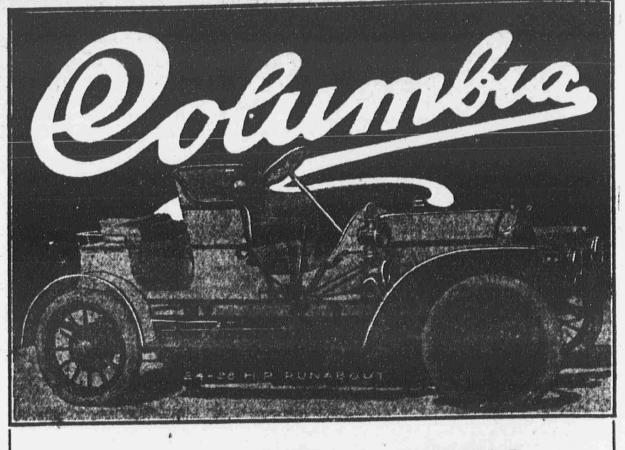
For cleaning sooty spark plugs thoroughly while on the road, first wipe off the bulk of the accumulation and then bathe them in gasolene from the tank. Some drivers dip sooty spark plugs in the tank, but there is no sense in adding the least bit of dirt to the fuel and so increasing the chances of clogging the carburetor.

Soon er or later it will devolve upon the authorities to employ some means to determine the fitness of the men who secure licenses to drive motor cars through the country says Motor Age. Massachusette has started the ball rolling, but it did not move until several bad accidents brought the highway commission of that State to a realization of what should be done. An accident occurred in Boston recently, resulting in the death of one woman and serious injury to three other persons because the man at the wheel was incapacitated as a driver. Not only was he crippled from the waist down, so that he did not have the use of his feet, but one of his arms was also paralyzed. Yet that man had secured a license to operate a motor car and drove it through the city streets and country lanes at high speed. When the time came for action at a critical moment he was dependent on the man beside him to do something. It was not done and the operator of the car, helpless to do anything, sat there while the machine with its four passengers, two of them women, shot through a fence, turned over completely twice as it dropped 60 feet through space onto a bed of rocks. That all four were not killed outright was miraculous. Accidents due to causes like this are blamed to the motor car when it had nothing to do with it. Doubtless there are men in other States similarly afflicted who are driving machines. The safety of the public should be taken into consideration if not that of the individuals themselves and the people we fooliehly trust their lives with them.

NEW HAVEN HORSE SHOW. Yale Mon and New Yorkers Take Many

Ribbens on Clesing Day. NEW HAVEN, Conn., June 4 .- Automobiles and fashionable turnouts surrounded the paddock, where some of the finest horsefiesh in the East was displayed on the closing day of the New Haven Polo Club horse show. New York and Yale owners secured the cream of the awards. Artist Le Grande, a chestnut gelding, exhibited by Charles Holloway of New York, carried off the blue ribbon for saddle horses over 15 hands. Countess and Selina, owned by Mr. and Mrs. H. L. Camp saddle horses over 15 hands. Countess and Selina, owned by Mr. and Mrs. H. L. Camp of Middletown, secured the next two places with Nebula; W. R. Tyler, New Haven, fourth. In the polo pony class up te carry 190 pounds flacchus and Dodger, from L. E. Stoddard's New Haven stable, led the field. Black Rock, owned by J. W. Webb, Yale '07, of New York, was third, and Traveller, exhibited by H. J. Chisholm, Yale '08, of New York, fourth. Stoddard's ponies swept the championship class, with the exception of the white ribbon won by Black Rock. Homeo, exhibited by Carr Brothers of New York, took the blue ribbon for 14.8 hand driving horses, and hitched with Ganymede, the team won the first prize in a like class for pairs. Ida May, owned by P. H. Dodge of New York, took the red ribbon in the former class, with Lady Jean and Montrose, cwned by Sam Russell of Middletown, second in the latter class.

J. A. Dykeman, Yale '08, of Brocklyn, captured the blue ribbon in the jumping class with his black gelding Amherst. J. W. Webb of Yale, riding Redlight, was a close second. The pole pony dash of 100 yards and return was won by Spetted Wolf, from the Stoddard stable; Foghera, ridden by J. Webb, was second, and Steddard's Peggy Short third.



### MOTORING NEWS

The Columbia Runabout shown above is the strongest, swiftest and smartest car built of this popular type. It is finished in a beautiful shade of red, artistically trimmed, and its appointments are such as to win the favor of the most fastidious

OUR first requirement of a touring car is that it afford you the maximum of pleasure. It must take you where you want to go, smoothly, noiselessly, without troublesome, exasperating delays.

AUTOMOBILES.

York, its matching country round about New York, its matchless scenery and numberless points of historic interest. Or perhaps you want to take a run across the States or do some of Europe, as only it can be done, in a touring car. HATEVER your plans, they involve, at times,

your complete reliance on the car you choose. It will have the responsibility of making this summer and perhaps several more summers the most enjoyable you have ever known. It must be a car that will warrant your complete trust. And it must be a car that will do the most for you with least ex-

TINLESS you have had much experience with touring cars it will be necessary for you to base your choice largely upon the experience of others, in which case, if you investigate at all thoroughly, you will choose a Columbia. As you doubtless know, there are two models of Columbia Touring Cars, and your choice between them will be determined by your requirements as to power and capacity.

MARK XLIX, 40-45 H. P., sells for \$4,500, and is the most specient ous seven passenger car in the 1907 market. In it is combined speed, reliability and durability without the sacrifice of graceful proportions, simplicity of operation and solid comfort. It is the car in which you can take the "open road" as far away from any base of supplies as you choose with a feeling of perfect security.

ARK XLVIII, 24-28 H. P., which sells for \$3,000, is our five passenger touring car. We can prove that it will take you around the world with less tire trouble and less expense for gasoline than any other touring car built. It has the mechanical equipment of the most expensive cars, the regular Columbia materials, which could not be better, no matter what the price asked, and the Columbia style finish and appointments which are always faultless and exclusive.

HESE cars, together with our incomparable Electric Victoria Phaeton for \$1,600, and our other types of electric carriages, which are unquestionably the most popular on the market, are on exhibition and ready for demonstration at our New York Branch. Our telephone number is 4000-38th St.

#### ELECTRIC VEHICLE COMPANY.

134-136-138 WEST 39TH STREET.

GRAHAM OUT OF YALE CREW.

Veteran Oarsman Deficient in Studies -Squad Leaves for Gales Ferry To-day. NEW HAVEN, June 4, -A big surprise in it was announced that Harvey Graham, one

of the three veteran earsmen of the Yale varsity this year, would not be allowed to go to New London with the crew to-morrow and was out of Vale boating for this season at least. at No. 2 for several weeks, where he was re-

placed a couple of months ago by Griswold, was pulled out of the squad by faculty decree, he being behind in his studies. Early in the season Graham was found to be behind in his college work, and Coach Kennedy and Capt. Ide tried out Griswold at No. 2. On the eve of leaving for Philadelphia Griswold was taken ill, and it was thought that he was out of the boat for the season. When it became known that Graham was uncertain in his scholarship, Capt. Ide and Coach Kennedy tried out Mayer in the varsity shell at No. 2. Griswold, however, has considerably improved and to-night took the final practice with the oarsmen in the harbor. He will go to New London as a member of the four oared. and Mayer and Griswold will fight it out on the Thames for the vacant seat in the varsity

The varsity squad that will leave to-morrow at 8 o'clock by special train for Gales Ferry will number seventeen men, fifteen oarsmen and two coxswains. The freshman squad Two of the men will return to New Haven on Two of the men will return to New Haven on Saturday after the coaches have had a chance to pick the crew definitely. The Yale crews took their final practice on the harbor here to-day. The varsity eight rowed two miles and a short sprint occurred between the two four cared crews with the following crew being successful.

Stroke, Robbins; 8, Babcock; 2, Griswold; bow, Rockwell.

The two freshman crews had a spirted race, but the distance covered was less than two miles.

miles.

The men will get to Gales Ferry to-morrow in time for a row early in the evening.

The Yale crew this year is conceded to be one of the smoothest rowing crews that has been seen here for several seasons, the men forming what is known among the officials as a rowing unit, so to speak, but there is a

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Tire Inflating Tank 15.00
Presto-Lite Gas Tank, complete.30.00

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lack both of strength and experience. The men will row on the day of the race averaging only about 188 pounds while all the fast crews that Yale has turned out in years past have been up to or above an average of 172. Coach Kennedy when asked to-day as to the outlook for Yale said:

"The race this year will be another race like last year—that is, a hard fought one only. I hope in this instance that Yale will come in first at the finish. It will be, however, a strenuous fight on both sides, and the public will get a good race whichever side gets the honor."

The men who will go to New London include: University Eight—Boulton, '07, stroke: ide. '08. University Eight-Boulton, '07, stroke; ide, '08, Howe, '09, 6; Taft, '07, 5; Hoppin, '07, 4; Rice, '09, Mayer, '08, 2; Auchincloss, '08, bow; D. Barkalow,

Tr., coxswain.
University Four—Robbins, '06, stroke; Babcock, 7, L. S., 3; Griswold, '08, 2; Rockwell, '07, S., bow; olmes, '09, coxswain. Substitutes—Dunkle, '08; Godley, '08; Peyton, '08, S. Freshman squad—Austin, '10: Mills, '09, S. Brainard, '10: Brown, '10: Hyde, '10: Roberts, '10: Hoyt, '10: Coates, '10: Buist, '10: Morse, '10: Hunt, '09, S.; Hunsker, '09, S.; Wodell, '10: Smith, '09, S.; Wallis, '10: Stern, '10.

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